JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

THE JOURNAL

Have been conveniently located at the following drug stores in the various sections of the city, from which ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates. 5 CENTS PER LINE OF SEVEN WORDS.

-STATIONS-Alabama and 7th Sts.—S. Muhl. Bellefontaine St., No. 400—Claude Fields. Christian Ave., No. 197—F. F. Dannettelle. Clifford Ave., No. 324—Philip Miller. College Ave. and 7th St.-Geo. C. Fisher clumbia Ave. and 7th St.-Geo. C. Ruch. olumbia and Hill Aves.-R. C. Hampton. Delaware and McCarty-H. A. Pfafflin illon and Fletcher Ave.-Hugo H. Lehtritter East and McCarty Sts .- E. C. Reick. Ft. Wayne Ave., No. 190-Thos. R. Thornburg. Hillside Ave., No. 19-H. W. Carter, illinois and 1st Sts.-S. Muhl. Illinois and 13th Sts.-S. Muhl. inois and 7th Sts.-J. M. Scott. inois and 22d Sts.-Frank Keegan. llinois and North Sts.-R. M. Navin. ndiana Ave. and Vermont St.-R. P. Blodau. diana Ave., No. 201-John D. Gauld. fadison Ave., No. 427-Jos. M. Dwyer. Mass. and Cornell Aves.—C. E. Barmm. Mass. Ave., No. 301—L. E. Hasg. Mer. and Morris Sts.—C. H. Broich. Mer. and Ray Sts.—John E. Myers.

Mer. and Ray Sts.—John E. Myers.

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Mich., No. 1059 East—Van Arsdale Bros.

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Pine, No. 201 South—A L. Walker.

Senate Ave. and 3d St.—A. M. Eyster.

Senate Ave., No. 1053 North—E. E. Steward.

Shelby St., No 182—C. A. Eltel.

Talbott Ave., No. 350—M. Schwartz.

Virginia Ave. and Cohurn.—C. G. Mueller. Virginia Ave. and Coburn-C. G. Mueller Virginia Ave. and McCarty-M. C. Staley Wash. St. and State Ave.-N. S. Driggs. Wash, St., No. 762 East-Baron Bros West St., No. 503 North-C. W. Elchrodt. Yandes and 9th Sts.-Dixon. DIED.

KOSTER-Otto Koster, Saturday, Jan. 9. Funeral

M'LANE-Albert McLane, Sunday, Jan. 10, 8:30

day, Jan. 12, from his late residence, 365 Cornell

avenue, at i o'clock p. m., and from the First English Lutheran Church, corner Wainut and

Pennsylvania streets, at 2 p. m. Friends invited.

Senate avenue, Monday, Jan. 11, at 2 p. m.

services to be held at the residence, 908 North

a. m., in his seventy-third year. Funeral Tues-

FUNERAL DIRECTORS.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

FINANCIAL.

furniture, etc. Private; best rates.

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Try the new Pembroke Arcade loan office for loans on diamonds, watches, clothing,

LOANS-Sums of \$500 and over. City property and farms. C. E. COFFIN & CO., 50 East Market street. TO LOAN-A large sum; amounts to suit; commission and expenses lowest. No gold clause. NEWTON TODD, 6 Ingalis Block. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. WILLIAMS & CO., Crawfordsville, Ind. LOANS-Any amount. On furniture, planos, store fixtures, etc. Reasonable rates. (Confidential.) E. J. GAUSEPOHL, 21/2 W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds, THOS. C. DAY & C., Rooms 225-239, third floor Lemcke Building, Indianapolis.

FOR SALE. FOR SALE-National cash register, No. 79, used months; a bargain. Address 390 North

FOR SALE OR EXCHANGE. tels, printing offices, farms, city and town prop-Cripple Creek mining stock, debenture and nstallment B. & L. stock, gas and oil stock, bjcycle factory, insurance.

WANTED-MALE HELP. WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-ton, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.

CLAIRVOYANT. CLAIRVOYANT-The true herald of merit street. Letters with stamps answered.

Station and West Market. Finder will be liberal-

and currency, on Illinois street, between Union ly rewarded by returning to Journal office.

MUSICAL.

MUSICAL-Italian method of singing; voices tested free. MARY M. SHEDD, When block.

NOTICE-The Gypsy tells your fortune for cents this week only. 80 West Ohio street.

STORAGE.

STORAGE-Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

REMOVAL.

REMOVAL-Dr. J. J. Garver has removed his office to 14 West Ohio street, upstairs.

THE COURT RECORD. Superior Court.

Room 1-John L. McMaster, Judge. W. L. Bedford vs. A. Thomas: mechanic's lien. Dismissed and costs paid. S. J. Young vs. I. W. Young; divorce. Finding for plaintiff at defendant's cost. C. W. Ward vs. M. Ward; divorce. Finding for plaintiff at his cost. . Trager vs. L. Trager; divorce. Part

evidence heard.

Finding for plaintiff at her cost. Room 2-Lawson M. Harvey, Judge. Mary M. Brummer vs. Albert Brummer; divorce. Decree granted plaintiff, with cus-Nora Stewart vs. Elmer Stewart; divorce. Dismissed for want of prosecution.

M. Supinger vs. G. Supinger; divorce.

Elmer Stewart vs. Nora Stewart; divorce. Decree granted plaintiff, Francis A. Newby vs. Addie Thomas mechanic's lien. Dismissed. James Lipscomb vs. Addie Thomas: mechanic's lien. Dismissed. Room 3-Vinson Carter, Judge. August Speigle vs. Margaret J. Hyde et

al.; mortgage, Finding for plaintiff. Decree quieting title and satisfaction of mortgage ordered. Jennie Lewis vs. John Clune et al.; judgment vs. plaintiff for costs. John Moore vs. John Young et al.; lien. Dismissed and costs paid. Henry C. Brang vs. Addie Thomas; mechanic's lien. Dismissed and costs paid. Emma Stoop vs. John Stoop; support. Judgment vs. defendant for costs. Nina J. Hook vs. Frank M. Hook. Di-

vorce granted plaintiff, with custody of Leon Hook, aged one year, until further order of court. Judgment vs. defendant State of Indiana vs. Charles Costamogua, Jury returned a special verdict and made part of record. Mary A. Long vs. Herbert E. Long. Divorce granted plaintiff. Judgment vs. de-

fendant for costs. George W. Ribble vs. Cora M. Ribble, Divorce granted plaintiff. Judgment vs. plaintiff for costs. Fannie Genus vs. John Genus. Divorce granted plaintiff, with custody of child, aged twelve years.

Circuit Court.

Henry Clay Allen, Judge. Delia Myers vs. George W. Pickerill. Claim allowed by administrator in the sum of \$17.50, and costs vs. executor. Solomon Meyer vs. Isom Whitfield et al.; to quiet title. Judgment by court, quieting title in plaintiff. Solomon Meyer vs. Isom Whitfield et al.; Dismissed and costs paid.

New Suits Filed. H. V. Smith et al. vs. Charles F. Kissel et al.; mechanic's lien. Room 2 John Wimmer vs. William C. McCurdy et al.; on bond. Room 1. Lorenz Schmidt, trustee, vs. Mary Aubinbaugh et al ; foreclosure. Room 3. The Central Sewer Pipe Company vs. Matthew Matthews et al.; on account. Room 2 Ella Morris vs. Luther Morris; divorce.

Potatoes Pingree's Big Bite.

Potatoes Pingree will be a mighty smart man if he succeeds in securing the adoption of his recommendation to abolish political party conventions in Michigan. We rather think that Pingree has bitten off more than he can masticate this time. Still, his masticating apparatus is something im-

Others have found health, vigor and vital- The Lake Erie & Western struck an off week. ity in Hood's Sarsaparilla, and it surely has | handling at Indianapolis 532 cars, 363 being loaded,

A RATE WAR POSSIBLE

SUSPICION AROUSED CONCERNING THE BALTIMORE & OHIO.

A Slight Decrease in Loaded-Car Movement Because of the Heavy Rains-Cars in Better Supply.

The rate situation between trunk lines is becoming grave, and it is believed it will require skillful management to prevent the powerful two weeks has fallen off somewhat. It is alleged that line has been a much greater demoralizer of rates than was the Toledo, St. Louis & Kansas

City, which was boycotted by the trunk lines. The most trouble seems to come from the coal the Pennsylvania lines are the most affected by the demoralization which has developed in rates of late. The New York Commercial Advertiser says: "Railroads are expressing themselves with some vexation regarding freight rate cutting alleged to be indulged in by the Baltimore & Ohio Railroad. This company is charged with being the principal disturber of regular tariffs affecting the traffic of the middle Western States. The company being in the hands of a receiver is, in a certain sense, responsible, as contrasted with other railroads which are meeting their obligations to bondholders and distributing profits to stockholders. The policy of the receivers, who have the advantage of being able to obtain guthority for the issue of receivers' certificates i case the supply of ready cash is short, seems to be to purchase new equipment and then fill it up without regard, it is asserted in some quarters, to the rights of competitors or the de sirability of maintaining harmony in railway circles. It is said that the Baltimore & Ohio has gone so far in this direction as to excite considerable irritation on the part of the Pennsylvania Railroad management. The Pennsylvania has not indulged in a vigorous rate war since the great trunk-line contest which resulted from the building of the West Shore Railroad. It is earnestly hoped in railroad and investment circles that this powerful corporation will not be pro- thrown to the track. voked into retaliation against the alleged pracsaid last night: I can confirm the statement of probably put into force methods designed to end a strong disposition to criticise a system which ermits an insolvent road under the protection of he courts to borrow large sums of money to buy equipment and make improvements with the object of taking business generally and to its own the B. & O. receivers seem to be trying to do is which was the result of years of bad manage-This, of course, cannot be done without wholesale destruction of profit for the Baltimore & Ohio and for everybody else."
A Buffalo paper says: "The Pennsylvania Company has notified the receivers of the Baltimore

credit, year in and year out, for efforts to main-

& Ohio that it 'proposes to protect its business.'

of the soft-coal rate situation to mean that this

both of allied and of rival lines, has at last de-

& Ohio management. The action is regarded as

quarters it is held to indicate that the Penn-

fraffic Association is powerless to act in the mat-

The Pennsylvania has justly been given

of its way to offend its neighbors." Rain Checked Grain Shipments. deeds; do not be deceived, but call on Mrs. T. | that of any former year. In 1896 the first week of Griswald. Office and residence 296 East South | January was among the best of the entire year, LOST-Pocketbook containing papers, ruby stone it has been for some time past, from the fact a fair margin, all the corn which was in transit on a rate based on 15 cents per 100 pounds, Chicago to the seaboard, having gone forward. Cars of the Vanderbilt lines have been coming West in large numbers, and this has increased the east-bound business over the Bee-line division of the Big Four; still the export grain movement via Baltimore and Newport News is heavy, and he shipments of provisions, cerealine products, hides and dressed meats are again heavy. There has been some increase in west-bound business. higher class freights through January and the first half of February. When the wholesale merchants begin to stock up a marked increase in west-bound business is looked for with the prospective better times. Freight traffic is light with he north-and-south roads. So far as local business for Indianapolis proper is concerned, it is very satisfactory for January. The roads are handling a good deal of grain, live stock, lumber and miscellaneous freight, and business with local manufacturers, while not up to the old-time volume, has been of sufficient improvement to make it perceptible at the city freight depots and in the bulk yards. Below is given the car movement for the week

ending Jan. 9 and for the corresponding periods in 1896 and 1895; Name of road. L. N. A. & C. ., H. & D.-Ind'lis div..... Pann.-Chicago div. enn.-Columbus div P. & E.-East div Big Four-Chicago div 2.025 Big Four-Cincinnati div 2,407 Big Four-St. Louis div.... 1.452 Big Four-Cleveland div.... 2.158 Empty cars 5,918 Total movement21,442 24,159

doctor for Miss Lloyd, who was ill, and there were slackups at Kansas and Greencastic. With total loss of twenty-five minutes the train made the run of 262 miles in 278 minutes from St. Louis to Indianapolis; five hours and five minutes elapsed time and four hours and thirty-eight minutes running time. It took thirty minutes for unch at Indianapolis, leaving there at 2:02 p. m. reaching Bellefontaine, 142 miles, at 4:55 p. m The train lost nine minutes at Anderson and Union City for water, making 142 miles in two hours and fifty-three minutes elapsed time and The train changed engines at Bellefontaine, and made the run to Galion, sixty-one miles, in one hour and ten minutes. It was delayed at Cale five minutes for orders and oiling engine, and utes. The total distance of 548 miles from St. Louis to Cleveland was run in elapsed time eleven hours and fifteen minutes and running time ten hours and four minutes. This 548 miles in 664 minutes is a record for the Big Four which President Ingalls is proud of, and speaks well for General Manager Schaff. The arrangements for the trip were made by Mr. Adolph Le Berge, business manager of the "Getsha" company, with Passenger Traffic Manager McCormick in Cir innati. The special train was in personal charge of Superintendent William Bayley, of the S Louis division, and Trainmaster Kenney, of the

Cleveland division, while Mr. William Deppe, chief clerk, represented the passenger department. Thompson to Succeed Roberts.

weeks, and has been moved from his bed to a couch but twice in that time. Both times the effort worked great injury to the patient, who is suffering from weak action of the heart.

road engines handled at the stock yards 1,213 cars, and for private switches on its line 668 cars.

The Cincinnati, Hamilton & Dayton handled at Indianapolis last week 774 cars, 564 being leaded.

Four last week showed a marked improvement business. The Bee-line handled at Indianapolis 158 loaded cars, and brought west 923 empty

There was a large movement of empty cars

ast week, 5,918 being handled by all lines at this point. The Big Four proper handled at Indianapolis last week 10,270 cars, 8,052 being loaded, against 8,008 in the week ending Jan. 2. The Peoria & Eastern handled at Indianapolis last week, on both divisions, a total of 2,218 cars, 1,295 being loaded. Heavy rains checked business in this road sharply.

The Vandalia handled at Indianapolis last week 632. Of the in-bound movement 174 cars were loaded with live stock. The Indianapolis, Decatur & Western made bad showing, handling at Indianapolis 378 loaded cars, against 737 in the week ending Jan. 2. The heavy rains in the early part of the week checked

Personal, Local and General Notes. There are now fifteen patients in the new hosital of the Wabash at Peru. The Panhandle and Cleveland & Marietta gencles at New Comerstown have been consoli-

Baker's Junction, on the Cincinnati, Hamilton & Dayton lines, will hereafter be known as West

The New York Central earned in December \$3,638,167, against \$4,020,846 in December, 1895, and The Toledo, St. Louis & Kansas City earned in the first week of Jan. \$9,152.31, an increase over

the corresponding week of 1896 of \$5,240.13.

Passenger Traffic Manager McCormick, of the Big Four lines, has asked all the passenger men in the employ of the company to meet him in Cincinnati to-day. The yearly agreement of the Canadian Pacific trainmen expires Feb. 1, and negotiations are

freight and passenger agent of the Missouri, Kansas & Texas in Kansas and the Indian Territory

to accept other service. George B. Engle, who, for several years, was agent of the Terre Haute & Indianapolis at Inlianapolis, spent Sunday with friends in the city. He is now in business in Cricago. Passenger Conductor Elliott, of the Nickeldate, who, about a year ago, lost one of his arms

O., and will erect a good house on it. The Queen & Crescent passenger department ast week received a complimentary letter from I. M. Lane, of the firm of Lane, Bodley & Co. regarding their excellent train and dining-car Joseph Jones, for ten years a train dispatcher on the Lake Erie & Western at Lima, has been appointed chief train dispatcher of the Fort

Vayre, Cincinnati & Louisville, with headquarters at Muncie, Ind. T. O. Doreman, trainmaster of the Lake Shore, who was injured at the Jackson yards on Thursday, died of the injuries. He was riding on the

The express companies doing business in Nebraska will, after Jan. 1, cease to deliver packages to patrons, requiring them to come to the offices to transact business. A few exceptions Illinois Central, who died in Chicago last week, stone, 42 cars; tallow, 523,869 pounds; miscelhad been in the employ of the company a few laneous, 27,381,550 pounds; merchandise, 156,901,521 days over forty years, his name being one of pounds. the first placed on the company's pay roll. Frank Sargent, Chief of the Brotherhood of

Locomotive Firemen, is in Albany, N. Y., lobby-ing for a bill which will provide for the maintenance of the employes of a railroad corporation | cakes. The Erie has built several new cars with a cafe on an enlarged scale. These cars are to be | Sca islands, and on it is to be painted the narun on through trains, and are provided with the best food the market affords, which is sold at easonable rates. Five will be put in service this

Empty cars of the West Shore road and of the Nickel-plate lines are coming west by hundreds, he Big Four getting some of them, and also the Incinnati, Hamilton & Dayton, and cars are ecoming quite plenty for some classes of ship-

dated locomotives is to be sent to Fort Wayne | street o-day to be tested on the Pittsburg. Fort Wayne & Chicago. This would indicate that the Vanlalia has become a full-fledged Pennsylvania M. D. Woodford, president of the Cincinnati

Hamilton & Dayton, has notified the presidents of the Joint Traffic Association that after a careful onsideration of the matter he has decided that would not be advisable for that road to beome a member of the association. Backed by the ruling of the Interstate-commerce ommission to the effect that scalping tickets is | dianapolis's best advertised industries. illegal, a number of roads have decided to place a limit on all tickets sold and cease giving step-

over privileges. The limitation of the ticket will to Bruceville, eighteen miles, in twenty-three ninutes, which is good time for a passenger train over that piece of road. The train was hauled y one of the company's new freight locomotives. The plan now is to double the track of the Baltimore & Ohio road on the Pittsburg & Wheeling division, which is seventy-one miles in length. as soon as practicable. This division is to the B. & O. much the same that the Pittsburg division of the Panhandle is to the Pennsylvania

The Santa Fe people are working energetically or immigration, and have sent agents to Europe and also into different parts of this country where people are dissatisfied, with a view of inducing hem to move to points on their line. Extra inducements are offered in the matter of trans-

Wayne & Chicago is now to be put through the shops at Fort Wayne, repainted and generally verhauled. The Pennsylvania Company now has out few old coaches, having in the last two years sposed of a considerable number of the old-

A special train on Thursday made a fast run of the machinery destroyed by fire. The train consisted of six cars, and was hauled by one of their new fast engines, and covered the 515 miles in less than twenty-two hours.

E. A. Ford, general passenger agent of the Pennsylvania lines west, and of the Vandalia. will, one day this week, be in the city and meet W. F. Bruner, assistant general passenger agent of the Vandalia, and take up the question of closing the office of the two companies near the A veteran freight official says the most prac-

ical way for the New York Produce Exchange o recover its export business would be to hit with and not charged to the Western lines. New York could then recover its lost ground in a direct from the elevator into a vessel. C. O. Tangeman, chief clerk in the office of B. Martin, general passenger agent of the Big

angeman cash-fare receipt, in use on the Big Four, which needs no limit punch or dating

E. B. Evans, Greencastle, Ind.; Dr. J. F. Gillespie, Reelsville, Ind.; Dr. J. B. Thornton, Knightstown, Ind.; Dr. Joseph Gifford, Brazil, Ind.; Dr. P. H. Veach, Staunton, Ind.; Dr. O. Mitchell, Marshall, Ill.; Dr. Bruce, Casey, Ill.; Dr. W. B. Walker, Effingham, Ill.; Dr. C. W. Durst, St. Elmo, Ill.; Dr. R. E. Beach, Vandalia, Ill.; Dr. W. T. Easley, Greenville, Ill.; Dr. W. M. Tibbets, Highland, Ill.; Dr. J. L. R. Wadsworth, Collinsville, Ill.; Dr. H. C. Fairbrother, East St. Louis, Ill. George Nicholson, the newly-appointed general

passenger agent of the St. Louis & San Francisco. is still a young man, and a good story's told regarding his youthful appearance. Not long since he was traveling on his own line when a ticket. He pulled out his annual pass, which the conductor, with a puzzled look, carefully serutake it up?" The following answer reached the onductor fifty miles further along the line; There is but one Nicholson, and you have him.

umbus & Hocking Valley, with considerable changeable mileage ticket, but would ignore the lause which provided that mileage must be exdoner Donald, of the Central Passenger Commitat once took the matter up, and his protest General Passenger Agent Fisher withdrew his instructions to conthe custom with the Loo-mileage book, and it is now stated that any road which violates that the arrangement, which would mean that the erage. not be honored by the other roads in the agree-

Kansas Church Troubles.

Kansas City Journal. Church people have their troubles just as well as the sinful. At Atchison the other nade a speech in which he declared that way, as he does not like a row.

Game Slaughter in Maine.

over the brute unnecessarily murderous in | it is counting the product double.

THE INDUSTRIAL REVIEW.

Improvement Over Corresponding Period Last Year.

While there is no remarkable increase in busi-

ness with the local manufacturers, careful inquiry shows that a majority of them are doing a little more than in the first week of January, 1896, and are giving employment to a few more men, in some cases a considerable number more. .574 loaded cars, bringing in 942 and forwarding | The Jenney Motor Company is working a large day and night force. The Commercial Electric Company is working overtime, and the two rim factories of the bicycle chain are increasing their force, and have about as many people at work as in January of former periods except in the was on. The Parry Manufacturing Company has about 100 more people at work than a year ago. The Atlas engine works are working double as Company has got well settled in its new quarters. and has its full complement of men employed. The chair manufacturing companies have not yet reached a point where they are working a full omplement of men, but the outlook with them and with the furniture manufacturers is improv-Many of the manufacturers have started out their traveling salesmen with the new year, and some cases have increased the number. Chandler & Taylor have sent a man to Mexico, another to South America. Nordyke & Marmon have sent out several representatives to foreign points. On one train last week this firm shipped for export a complete flouring mill for South America, and one for South Africa. At the several bicycle works they are with each week inpending between the trainmen and the officials for a new agreement.

On Feb. 1 Edwin Adams will retire as general works last week shipped bicycles to France, Gercreasing their force, and what is a little singular many and Australia, and the way the orders have been coming in the last few days has greatly encouraged bleyele manufacturers in the belief that they are to have a good year. The harness manufacturers are very busy, and this means more than one may think, as the two oncerns give employment to 230 people. The National Electric Headlight Company last week resumed operations full handed. Iron structural work manufacturers report numerous inquiries for so early in the year, and anticipate a good busi- the school building and gracefully draping n an accident, has purchased a farm near Lima, ness year in that line.

Shipments of December. Below is given the shipments from Indianapolis the Board of Trade; Flour, 17,175 barrels; corn, 114,000 bushels; oats, 9,000 bushels; rye, 600 bushbarrels; coal, 103 cars; coke, 79 cars; cooperage, 41 cars; corn meal and hominy, 8,203,670 pounds; 5,860 head; eggs, 12,790 cases; fruit, 423,325 pounds; lard, 6,041 tierces; lime, 14 cars; lumber, 115 cars; bushels; poultry, 3,656,000 pounds; provisions, 429,815 pounds; salt, 9,928 barrels; spirits and liquors, 9,798 barrels; starch, 2,511,000 pounds;

Industrial Items.

In the year 1896 Parrott & Taggart converted 3,215 barrels of flour into bread, crackers and tional emblem of that country. The Indiana National Bank has made itself

popular as far as possible, having all the maerial used in the new bank building of home production, even to the equipment in the way of desks, counters and furniture. Knight & Jillson have the plans for their new building complete, and will within a few days award the contract for its erection. The buildng, which will be erected on the present site of their works, will be a credit to that part of the

ing painted a considerable number of cars a bright yellow, and so plainly marked with the name of the plant that as the cars go to different points it is to be a good advertisement for the plant and Indianapolis The L. A. W. Lock Company has become one

the fact that there is hardly a country in the cators take more interest in teaching of world that they do not ship locks to. From a patriotism and citizenship. small beginning this has come to be one of In-The industry of baking beans in the year 1896 was 60 per cent. in excess of 1895. What this means may be better understood when it is stated, and is a fact, that the business is now calculated on the number of carloads sold, which in a year would make several full trains. Since the first of the year the packing houses have been pushing things to recover the shortage in the number of hogs killed the first two months of the packing season. The last week they killed an average of 5,500 hogs a day. Packers report the stocks on hand as being lighter than at the should be enacted that will make it part corresponding period last year.

Within the last few months great improvements have been made to the Brice bakery, and it now by simply displaying the flag on school ranks as one of the most complete plants in the supplied with modern machinery, and in but few lines has there been more advance made in machinery for special work than in this branch of

Taxation on Farms.

To the Editor of the Indianapolis Journal: The increase of taxes and the great defrom Cleveland to Trenton, N. J., carrying a of taxes this year, and yet the largest denew lot of electric machinery to take the place linquent tax lists that have ever come from doubled, while the taxes increased 400 per cent. In 1884 the total taxes of Indiana York could then recover its lost ground in a measure. The Eric hit the right plan in loading \$2 per capita in six years. Mr. Peelle gives perpetuate them. If England can see merit at \$1.091/2; of corn, 401/2 cents per bushel. A our country and desires to follow in our

The value of the average farm of Oldham airs and forget that the two million of peoalone. In 1823 and 1843, when our twenty-six Indiana hospitals for insane cost an average of \$227, being a loss to the State in that single year's management on insane asyprovision of the agreement will be dropped from lums of \$175,000, compared with Ohio's av-

book of the Columbus & Hocking Valley would | As we only have 198,000 farms and raise 100,000,000 bushels of corn, this is 500 bushels per farm, so at 20 cents per bushel two average farms would lack \$22 of keeping one patient in the asylum one year. I see this year's report from one of the Indiana hospitals averages \$152. I am just skeptical enough to believe that no report can be found of Europe's insane hospitals that day the Presbytrians held a meeting to averages over \$50 per year. The farms of letermine whether Pastor Howie's resigna- Indiana, including live stock and farm imtion should be accepted. One of the elders | plements, are appraised at an average of he meeting had been packed and that vot- wheat \$1.09 the average product of the ers were present who had not paid a dollar | farms was from \$100,000,000 to \$113,000,000. or been to church before for more than a | The average this year is not over \$80,000,street. When the vote was taken it stood | pasture, streams, roads, and towns and 108 to 27 in favor of the preacher, but he cities. While the farms are estimated to declares that he is going to resign cmy- be worth \$750,000,000, the manufacturers product in value; the 124,000 mechanics and tion. Farm products are what grows out of middle of September 800 caribou, from 1,000 | the ground. If we count the tons of hay to 2,000 moose and 29,000 deer, besides bear | and bushels of corn and the milk and butand other animals. Is not man's domain | ter, made by the consumption of the crops,

schools are to be the leading industries of the State, let us adopt the national or world's schedule rates, before the bone and sinew of the country get in the minority. Give them a chance to amend the Constitution and laws so as to secure a poll tax qualification for voters. The heads of the 40,000 families that are securing from \$10 to \$50 annually for schooling and who spend half their wages at saloons and call on the trustees for aid, should be taught to respect our liberal laws by becoming stockholders before they can be jurors or voters. Make every voter a stockholder to the amount of a poll tax. Our thirty-two cities, and especially our thirteen towns so recently made cities, need this kind of protection also. It is hoped the Legislature will enact a law compelling every county auditor and treasurer to use precisely the same form of reports that the state auditor and treasurer use. Clark county's new treasurer has set a precedent worthy to be enforced by law. Let the road law alone. It is flexible enough for any improvement that is needed on roads at present. We have the best general purpose 21,000,000 acres of land many men as in January, 1896. The Sinker-Davis in the United States; it lies at the right place, and some encouragement should be given to stay with it. Financial embarrassment is causing a flood of suicides, but it is hoped that next spring will be more cheerful and that the farmers will say, when they gear up their teams to raise 300 bushels of corn to pay back taxes, "Well, our Legislature did splendid," instead of hanging themselves with their plow lines. CLARK COUNTY FARMER, Jeffersonville, Ind., Jan. 9.

> Teaching Patriotism. To the Editor of the Indianapolis Journal:

The editorial in Sunday's Journal on

'Practical Patriotism" strikes a sympathetic chord not only in my heart but in tens of thousands of your patriotic readers. Incalculable good has been developed by the noble efforts and effective organization of the Women's Relief Corps, seconded by thousands of patriotic men and women, teachers and wideawake superintendents of schools. Placing our country's flag over it in the school room is intended as an object lesson of American citizenship, and acts on the emotions of the pupils, preparing by rail in the month of December, as reported to | their minds for the higher grade of intelligent practical patriotism. Teaching practical patriotism in our schools and saluting els; barley, 600 bushels; bran, 1.128 tons; hay, 5 | the flag means a higher grade of citizenship ears; broomcorn, 90,002 pounds; cement, 3,350 that impresses the youth with a supreme love for God, our country and flag, obecotton, 180 bales: cattle, 3,881 head; hogs, 26,820 dience to law, respect for the Constitution pilot, and when the engine struck a frog he was head; horses, 1,640 head; mules, 192 head; sheep, of the United States and veneration for the nides, 955,800 pounds; ice, 36 cars; iron, 437 cars; | magna charta of our liberties, the Declaration of Independence. An American citizen oil, 5,894 barrels; pork, 910 barrels; potatoes, 3,710 | elected to fill an important office of honor more for boodle than upholding the laws and upholding his country and flag. It was a great surprise to the patriotic friends of the school superintendents and teachers who held a three days' session in our city received an order from Raratonga Cook, South last week in the interest of education that from all the papers read upon the subject of better education, not one was produced on the progressive teaching of patriotism and American citizenship. For the last three years many of these superintendents have been appealed to by the W. R. C. for recognition but without avail. If we wish to have better citizens and less vice and corruption we must commence in the kind-America, the American language and flag, and that flag should be the American flag. If all foreigners in our country would adapt toms we would have better citizens and not be humiliated by so many dishonest officeholders in our large cities, who not only disgrace their own honest countrymen but the name of American citizens. This vice of the important industries of Indianapolis, from and corruption will continue until our edu-I hope to see a patriotic member of the General Assembly who will rise above party and think more of country than of politics and introduce a meas-

ure that will give the rising generation an opportunity to learn the first principles of American citizenship and what honest, practical patriotism means for them and the future prosperity of our country. While we are making great progress with patriotic teaching in the public and private of the school system in educating our youth for patriotic citizens. This cannot be done buildings or inside of the schoolroom, but West. There are larger plants, but none better by practical instructions in the regular studies of the school. The public schoolroom is the nursery of patriotism. Its best ing glory, the making of loyal, intelligent and progressive citizens. The first lesson of patroitism should be taught at the mother's knee or in the kindergarten, the second in the public school. There never was a greater need for unflinching and dauntless patriotism. Never a time when there was so great a necessity for the persistent and earnest teaching of love for is to-day; never a time when there was so '76 is the spirit we need now. The spirit our country with the loyal spirit of '76 until we compare the privileges we enjoy to-day then, the progressive school teacher of our country follow in the footsteps of the loyal women of the W. R. C. that the youth of our land be filled with an ardent love for their country and its laws, an unquenchable thirst for liberty, a sincere Union-never forgetting the price at which they were bought and the blood shed to footsteps it is about time that our out-ofdate, old-fashioned school teachers were awakening from their long sleep of Rip generation. In the language of President Cleveland: "There is great need of educated men in our public life, but it is the need of educated men with patriotism. The college graduate may be, and frequently is, affairs than the man with limited educa-This seems to tell the whole story old school teachers, but who are not up-todate and progressive in the future welfare of our beloved country. If they want to keep up with the procession I would advise them to unfurl the banner of America and

> WALLACE FOSTER. Indianapolis, Jan. 9. The Princess and Her Fiddler.

teach patriotism in the public schools.

Princess de What's-Her-Name Caravan the more we are convinced that she tried to do

nate by my presence the pure snow of their edly she acted according to her lights. drop the curtain on the incident. For an hour there was something amusing in the amount including special school teachers of a king, who deserted her husband to sink into oblivion. As for the several moror asviums cost an average per patient of als of this story, we leave them to the in-\$158; some were as low as \$125, but the four telligence of newspaper readers as morals based on what is too immoral for discus-

sion save in the very highest social circles.

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Puritanical. There is nothing puritanical about this PURITAN. Puritanism has softened with the centuries. The early Puritan-the Puritan woman-in American history stands for all that is best in our home life. It was she who gave the bent to our national character, she who inspired ambition, and toiled for education and the independence and refinement of the home. There is no more fitting name, then, for a woman's journal than The Puritan of today is not restricted to New England, but is in every home where the virtues of the old Puritan, now softened and modernized, characterize the home life. And it is to these women -these gentlewomen-the modern Puritans -that this journal is dedicated. The PURI-TAN can be had from your newsdealer. Ask him for it. If he has sold his supply he can get you a copy, or you can get it direct from the publisher. FRANK A. MUNSEY, Publisher, No. 111 Fifth Avenue,

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